of the National Commission for Protection of Child Rights, and in the event of any such complaint being made, the Commission will take on board the complaint and pass appropriate orders. As far as the Ministry of Human Resource Development is concerned, we want all children who are part of child labour to come into the school system and to be part of inclusive education.

श्री बृजभूषण तिवारी : माननीय सभापति महोदय, बहुत जल्दबाजी में यह Right to Education Bill पास किया गया है। अभी माननीय मंत्री जी ने जो उत्तर दिया, उसमें उन्होंने कहा कि अभी यह तय नहीं है कि इसके आर्थिक खर्चे को पूरा करने के लिए केन्द्र और राज्य का क्या अनुपात होगा। मैं माननीय मंत्री जी को बताना चाहता हूं कि केवल उत्तर प्रदेश में प्राथमिक शिक्षा में एक से डेढ़ लाख के करीब अध्यापकों की कमी है और अगर यह विधेयक पास हो जाता है तो उनकी संख्या अनुमानत: 6 या 7 गुणा बढ़ जाएगी। इस अधर में, चूंकि जो शिक्षा मित्र हैं, उन्हीं शिक्षा मित्रों के जरिए अध्यापन का कार्य हो रहा है और वह भी पर्याप्त नहीं है तथा एक अध्यापक पूरे विद्यालय में पढ़ाई का काम करता है। तो यह जो वर्तमान स्थिति है और जो सरकार का अनिश्चय है, उसको देखते हुए मैं माननीय मंत्री जी से पूछना चाहता हूं कि इसका अनुपालन या क्रियान्वयन वे कब तक करने की आशा रखते हैं?

श्री कपिल सिब्बल : सभापति महोदय, पहले तो माननीय सदस्य ने जल्दबाजी की बात की, जो सुप्रीम कोर्ट का जजमेंट था वह 1993 का जजमेंट था। सुप्रीम कोर्ट ने कहा कि आप इसको एकदम लागू कीजिए।

श्री बृजभूषण तिवारी : मेरे कहने का मतलब था बिना तैयारी के किया गया।

श्री कपिल सिब्बल : अभी आपकी जल्दबाजी के लिए मुझे जवाब देने दीजिए। 16 साल के बाद तो हम इसको लाए हैं और मैं नहीं समझता कि कोई ऐसी जल्दबाजी हुई है। हमें तो इसको पहले लाना चाहिए था। दूसरी बात, आपने तैयारी की बात की। मैं समझता हूं कि जहां तक उत्तर प्रदेश का सवाल है और वेकेंसीज का सवाल है, ऑरिजनली जो प्राइमरी रेस्पांसिबिलिटी रहती है वह तो राज्य सरकारों की रहती है और राज्य सरकारों ने इसमें पिछले 25-30 और 50 सालों में क्या किया? यह तो हम कोशिश कर रहे हैं कि एक सेंट्रल कानून लागू किया जाए, ताकि सभी लोगों को इनक्लूसिव एजुकेशन दिया जाए। माननीय सदस्य का कहना कि वेकेंसी बहुत हैं, बिल्कुल सही है। हिन्दुस्तान के स्तर पर लगभग दस लाख वेकेंसीज हैं, और दस लाख वेकेंसीज होंगी। इसीलिए यह कोई एक राज्य का सवाल नहीं है, दूसरे राज्य का सवाल नहीं है, यह देश के भविष्य का सवाल है, देश के बच्चों के भविष्य का सवाल है। जितनी जल्दी इसको लागू किया जाए, उतना ही अच्छा है। हम चाहते थे कि जल्द से जल्द लागू हो और इसीलिए हम इस कानून को सदन में लाए और आप लोगों की सहमति के साथ पास हुआ है और आपकी सहायता के साथ हम इसको इम्प्लीमेंट भी करेंगे।

Introduction of new trains in North-Eastern Region

*225. SHRI KUMAR DEEPAK DAS: Will the Minister of RAILWAYS be pleased to state:

(a) the new trains introduced from North-Eastern Region to various parts of the country in the last two Railway Budgets;

(b) whether these new trains are being operated presently;

(c) if not, the reasons therefor;

(d) whether Government would consider stoppage of the north bound and south bound trains at various civil Sub-Divisional headquarters like Pathsala and Bijni in Assam; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHMMED): (a) to (e) A statement is laid on the Table of the Sabha.

Statement

(a) to (c) Of the 4 (four) pairs of new train services announced in the Railway Budget 2008-09 to cater to the North Eastern region, 2 pairs of train services *viz.* 2667/2668 Gandhidham-Kamakhya Express (weekly) and 5519/5620 Gaya-Kamakhya Express (weekly) have already been introduced. The remaining train services *viz.* 5901/5902 Yesvantpur-New Dibrugarh Town Express (weekly) (*via* Moranhat) and 5927/5928 Kamakhaya-New Dibrugarh Town Express (Tri-weekly) (*via* Moranhat) would be introduced after the commissioning of the new line between Moranhat and Chalkhowa (Dibrugarh).

Similarly, of the 5 pairs of new train services announced in the Railway Budget 2009-10, 3 (three) pairs *viz.* 875/876 Dharamnagar-Agartala Fast Passenger and 5743/5744 Guwahati-New Coochbehar Express and 5903/5904 Dibrugarh-Chandigarh Express (weekly) have already been introduced. The remaining 2 (two) train services *viz.* 5643/5644 Kamakhya-Puri Express (weekly) and 2235/2236 New Delhi-Guwahati Rajdhani Express (*via* Muzaffarpur) (weekly) would be introduced during the current financial year.

(d) and (e) The proposal for stoppage of the North and South bound trains at Civil Sub-Divisional headquarters like Pathsala and Bijni, in Assam, has been examined but has not been not found commercially justified at present. The North and South bound trains connecting North Eastern region are very long distance trains whose stoppages in close proximities is also not operationally desirable.

SHRI KUMAR DEEPAK DAS: Mr. Chairman, Sir, so far as the railway in the North East is concerned, we are far behind in comparison to other parts of the country. There is no double rail line. There is no electrification of railway line. The hon. Minister has mentioned in the reply that they have introduced some new trains. But some of the rail lines have yet to be commissioned. I think the main reason behind this is there is no double line. Therefore, the operation of these new trains has become difficult. In reply to parts (d) and (e) of the question, it is mentioned that the proposal for stoppage of the North and South bound trains at Pathsala and Bijni has been examined. Sir, the Ministry has given the same reply on several occasions. It is not necessary that every newly introduced train should have the same place of stoppage. I would like to have a categorical assurance from the hon. Minister...

MR. CHAIRMAN: Please put your question.

SHRI KUMAR DEEPAK DAS: I am putting the question. I would like to know whether the hon. Minister will give an assurance for stoppage of newly introduced trains at Pathsala and Bijni.

KM. MAMATA BANERJEE: Sir, the hon. Member has asked about the introduction of new trains, not about the projects. Still I am answering his question. Out of five trains that we have announced in the Railway Budget, we have already introduced three trains. The rest of the two trains will be introduced very soon. So far as the North Eastern Region is concerned, we want to give you two more train services. It was included in the last Railway Budget, but it could not be implemented. I think the North Eastern Region is a very important area. The safety trial run will start tomorrow. ...*(Interruptions)*... The safety trial run of new line work of Moranhat-Dibrugarh which will facilitate running of Yesvantpur-New Dibrugarh Town Express and Kamakhaya-New Dibrugarh Town Express *via* Moranhat will start tomorrow. Sir, work on 44 kilometres of rail line has already been completed. The safety trial run will start from tomorrow. And, you will get them as a New Year gift. The introduction of these two trains was announced in the earlier Budget, but this was not implemented. We have planned to give them as the New Year gift. Regarding stoppage of trains, the hon. Member will appreciate that there are more than 8,000 stations in the country. We cannot give more number of stoppages to Rajdhani and Shatabdi trains. There is a difference between passenger trains and super fast trains. It is not that we are against having more number of stoppages at places in the North-East. But, because of long distances, it will only be of inconvenience to the passengers. In case of passenger trains, we can ask for stoppage. But, in case of long distance and super fast trains like Rajdhani, or, for that matter, Shatabdi, there is a criterion in fixing the number of stoppages. Moreover, if everybody asks for stoppages, then, ultimately, the train will stop. Now, whatever you decide, whatever this House will decide, I will abide by your guidance.

SHRI KUMAR DEEPAK DAS: Thank you, Madam. I want to inform you that during Lal Bahadur Shastri's time and Ghani Khan Choudhury's time, there were stoppages at these places.

My second supplementary is this. During the discussion on the Railway (Interim) Budget, last year, the hon. Railway Minister gave an assurance in this House that there will be a new railway line from Jogighopa to Guwahati *via* Barpeta, Sarthebari, Hajo and Sualkuchi. It was stated that the survey of this new railway line would be started. But, till now, no action has been taken in conducting a survey of this particular line, which needs the Budget provision. I would like to know whether the hon. Minister would reassure us that the work on this new line, Jogigopa - Guwahati, *via* Barpeta, would be started in this financial year. It is important that there are stoppages at Barpeta, Hajo, Sarthebari and Sualkuchi. These are all historical places and are included in the tourist map. So, I want a specific assurance from the hon. Minister.

KM. MAMATA BANERJEE: Regarding the new line from Jalpaiguri to Jogigopa, one portion of it will be completed within the month of March. This will, again, be a New Year gift. So, one

portion of work will be completed. The target date has been fixed. As regards the other line, you are asking for the survey to be done. I will take care of it. Let me examine the case. Regarding Pathshala station, I would like to tell the Member. That there are three passenger trains which stop at Patshala and Bijni. If he is still insistent, let me find a way out so that we can have, at least, one long distance train there.

SHRI SILVIUS CONDPAN: Sir, while appreciating the long distance between Delhi and Guwahati, I would like to know whether the hon. Minister will examine the need for a super fast train other than the fast train which is, presently, running between Guwahati and Delhi.

KM. MAMATA BANERJEE: Sir, I appreciate the concern of the hon. Member. It is a fact that it is a long distance journey. This can be considered only when the rakes will be available. The Duronto Express is successful. It is cheaper than the Rajdhani Express and is also faster than Rajdhani. It has been successfully operating between Mumbai, Pune, Nagpur and Nizamuddin. It is a successful system. But the rakes are to be available. Let us find out the details. If it can run from the operational point of view, we will try to give it.

SHRI MATILAL SARKAR: Sir, during the last Session and even before, I raised my demand regarding a new train from Agartala to Dharmanagar to depart in the morning hours. I am happy that the hon. Minister considered it, and the hon. Minister of Shipping had introduced the train by flagging it off. The Minister of Shipping flagged off a train, not a ship...

MR. CHAIRMAN: We are running out of time. Please put your supplementary.

SHRI MATILAL SARKAR: Sir, there are some irregularities going on in the train running from Assam to Tripura. The irregularities are, Sir, that the time-schedule is not maintained; most of the trains run three to four hours late; there is shortage of staff; there is no staff to give signal in the intermediary stations. This is happening. Sir, the passenger amenities have gone down. There is no light, water, windowpanes are broken...

MR. CHAIRMAN: Please ask the supplementary related to the question.

SHRI MATILAL SARKAR: Sir, my question is, it is a new line which the people have achieved after long 50 years struggle. Though it is a metre gauge, we expect that those trains should be up to the standard. At least, care should be taken that the new passengers arriving in Tripura are delighted that they have the trains up to the standard. Sir,...*(Interruptions)*...

MR. CHAIRMAN: Will you please ask the question, Mr. Sarkar?

SHRI MATILAL SARKAR: Sir, I conversed with the officials of the Railway Board, N.F. Railway, etc., about one haltage at Chaturdash Debatar Bari. I think the hon. Minister knows it. ...*(Interruptions)*... These are the issues, Sir. ...*(Interruptions)*...

MR. CHAIRMAN: Where is the question? ...*(Interruptions)*... I am afraid, I will not allow it now. ...*(Interruptions)*...

SHRI MATILAL SARKAR: Would the hon. Minister look into these issues? ...*(Interruptions)*...

KM. MAMATA BANERJEE: Sir, it was not only the Shipping Minister but also the Left Front Minister was present there. Please rectify that. Your local Member of Parliament was also present there. Please realise that. Do you want the presence of the Minister or the railway line? The line has been completed and the train has already started. Sir, the hon. Member is saying that there is no signal man. How can the train run without the signal man? ...*(Interruptions)*...

SHRI MATILAL SARKAR: It happened.

KM. MAMATA BANERJEE: See, without the signal man the train cannot go. ...*(Interruptions)*... Sir, he asked the question, and I am giving the reply. ...*(Interruptions)*... Sir, we are giving more importance to passenger amenities, safety, security and everything. I think, we have to work together because the Railway is the lifeline of the nation. From Dharmanagar to Agartala is also our lifeline. Please appreciate that. We will take full care of that. ...*(Interruptions)*...

SHRI BIRENDRA PRASAD BAISHYA: Sir, railway connectivity towards the North-Eastern Region is very poor. I am not blaming the present Railway Minister. In that region, there is no electric railway line and there is no double line. Although the then Railway Minister, Shri Lalu Prasad had announced in this House that they will make survey of a new railway line from Gawalpara-Jogighopa-Hajo to Guwahati. But, he has failed to fulfil his commitment. My colleague raised the same question today. The hon. Minister today assured us that she would look into that.

MR. CHAIRMAN: Would you put the question or shall we run out of the Question Hour?

SHRI BIRENDRA PRASAD BAISHYA: Sir, according to the report of the World Health Organisation, the highest number of cancer patients are coming from the North-Eastern Region. Sir, hundreds of patients are going from Assam to Mumbai daily for treatment of cancer. ...*(Interruptions)*...

MR. CHAIRMAN: You are taking the precious time of the House. ...*(Interruptions)*...

SHRI BIRENDRA PRASAD BAISHYA: Sir, I would request the hon. Minister that in the interest of the cancer patients kindly introduce the Duranto train between Assam and Mumbai.

KM. MAMATA BANERJEE: Sir, I have already assured the hon. Member that I will find out the details. If there is a possibility, when the rakes are available, we will try to give you long-distance train. There is a connection between Chennai, Kerala, Amritsar, Gaya, Bangalore and other parts also. So, if you want a train to Mumbai, Guwahati is an important place, we don't have any objection. Let us examine the case and I will let you know about it. The hon. Member

said about shortcomings in passenger amenities, etc. There is a proposal for doubling. We are doing doubling of the lines. We are also doing the ongoing projects. We are also doing electrification of railway lines in the North-Eastern Region. In this Budget, we have given Rs. 740 crores for the North-Eastern Region.

*226. [The questioner(s) (Shri Varinder Singh Bajwa) was/were absent. For answer *vide* page 22 *infra*.]

Disinvestment of Manganese Ore (India) Ltd.

*227. SHRI R.C. SINGH: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that his Ministry has moved a proposal for disinvesting Manganese Ore (India) Limited through sale of Government equity;

(b) if so, the details thereof; and

(c) the reasons for disinvestment in the above company?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) to (c) In accordance with the policy of the Government for sharing ownership of Central Public Sector Undertakings with the public and to meet the Securities and Exchange Board of India guidelines requirements, a proposal for disinvestment of 10% of the paid up capital of Manganese Ore (India) Limited out of Government of India's shareholding has been sent to the Department of Disinvestment, Ministry of Finance, which is the nodal Ministry in this regard.

श्री सभापति : जल्दी से सवाल पूछ लीजिए।

श्री आर.सी. सिंह : सभापति जी, मैं संक्षेप में पूछ रहा हूं। मैं मंत्री जी से जानना चाहता हूं कि यह जो मैंगनीज ओर है, उसके share disinvestment करने के लिए मंत्री जी इतने उतावले क्यों हैं? Stake-holders के लिए जो...(**व्यवधान**)...

MR. CHAIRMAN: Question Hour is over.

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WRITTEN ANSWERS TO STARRED QUESTIONS

Increased demand of fertilizers in Punjab

*226. SHRI VARINDER SINGH BAJWA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is an increased demand of fertilizers in Punjab this year as compared to the previous year in the wake of a need to push up production of Rabi crops for 2009-10 due to the shortage in production of Kharif crops in 2009 and drought conditions;